

Message Text

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SUBJECT: VISIT GUIDANCE REQUEST - LENINGRAD

REF: A) LENINGRAD 2380, AUGUST 25, 1978; B) STATE 217818,
AUGUST 28, 1978

1. THE CHIEF, BRANCH OF INTERNATIONAL FISHERIES ANALYSIS
(FA) WAS IN LENINGRAD FOR 2 DAYS IN 1973 WITH SENATOR
STEVENS, WHO STOPPED OFF IN THE USSR ON HIS WAY FROM THE
GENEVA LOS CONFERENCE TO ALASKA. HIS MAIN PURPOSE WAS
TO STUDY THE SOVIET FISHERY EDUCATION SYSTEM AND, AFTER
MEETING WITH THE DEPUTY FISHERIES MINISTER IN MOSCOW,
STEVENS WANTED TO VISIT VLADIVOSTOK WHERE ALL THREE
TYPES OF FISHERY SCHOOLS ARE LOCATED (SEE P. 429).
SOVIET MINFISH PROMISED TO TRY TO OBTAIN SUCH PERMISSION,
BUT WAS UNABLE TO DELIVER AND AT THE LAST MOMENT SUGGESTED
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THE VISIT TO A FISHERIES SCHOOL IN LENINGRAD WHICH CODEL
READILY ACCEPTED. THE SOVIETS WENT OUT OF THEIR WAY TO
MAKE THE VISIT A SUCCESSFUL ONE AND IF THE 1973 EXPERIENCE
CAN BE TAKEN AS AN INDICATION, THE 1978 VISIT SHOULD BE
HIGHLY REWARDING. THE FOLLOWING FACILITIES WERE VISITED
IN 1973:

A) THE SECONDARY FISHERY SCHOOL (MOREKHODNOE UCHILISHCHE),
LOCATED IN AN OLD TSARIST PALACE ON KAMENNII OSTROV,
BOLSHAIA ALLEIA 22. STEVENS MET WITH THE DEPUTY DIRECTOR

FOR TRAINING (VALENTIN ANDRIANOVICH GORIATSKII), RETIRED DIRECTOR (IVAN GRITSUK, WHO ORGANIZED CUBAN FISHERY SCHOOLS IN 1964-65) AND SEVERAL PROFESSORS. A COMPLETE TOUR OF THE PREMISES WAS MADE; EXTENSIVE PHOTOGRAPHY WAS FREELY ALLOWED. UNFORTUNATELY, THE STUDENTS WERE ON VACATION. THE LENINGRAD SCHOOL IS ONE OF THREE MAJOR SOVIET FISHERY SCHOOLS (THE OTHER TWO ARE IN ASTRAKHAN AND IN KALININGRAD) WHERE ASIAN, AFRICAN AND LATIN AMERICAN FISHERY STUDENTS ARE TRAINED.

FA DOES NOT BELIEVE THAT A VISIT TO THE SCHOOL IS ESSENTIAL AT THIS TIME. IF, HOWEVER, ONE OR TWO CODEL MEMBERS WOULD WANT TO SEPARATE AND VISIT THE SCHOOL, FA WOULD ENCOURAGE IT. CONGENOFF OR CODEL MAY WANT TO MENTION THE SCHOOL AND SENATOR STEVENS' VISIT IN 1973 AND EXPRESS THE DESIRE TO SEE IT SOMETIME LATER IN THE YEAR WHEN THE STUDENTS RETURN. FA WOULD THEN SEND COMPLETE BACKGROUND INFORMATION BY POUCH.

B) LENINGRAD FISHING PORT AND A STERN FACTORY TRAWLER. THE VISIT WAS MOSTLY CEREMONIAL BECAUSE OF THE WARM-HEARTED, BUT BRAIN-NUMBING HOSPITALITY OF THE SOVIET TRAWLER CAPTAIN WHO PROLONGED THE RECEPTION
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FOR HOURS. FA WAS TOLD THAT A NEW COLD-STORAGE FACILITY WAS BUILT WITHIN THE WELL-MARKED (AND GUARDED) LIMITS OF THE PORT, BUT IT WAS NOT POSSIBLE TO VISIT IT. THE FACILITY IS PROBABLY NOT THE PISHCHEVIK PROCESSING FACTORY MENTIONED IN REFTTEL A. FA COULD FIND NO REFERENCE TO PISHCHEVIK IN ITS FILES AND ANY DETAILS CONGENOFF CAN OBTAIN WOULD BE MUCH APPRECIATED. JUDGING BY ITS NAME, IT COULD BE A FOOD-PROCESSING PLANT WHICH ALSO PROCESSES FISH. THE FISHING PORT IS LOCATED ABOUT 20 MILES OUT OF THE CITY. PISHCHEVIK MAY BE IN TOWN. IF THE OCCASION PRESENTS ITSELF, A DISCUSSION OF THE ROLE ROSSMIASRYBTORG PLAYS IN MARKETING AND DISTRIBUTING FISHERY PRODUCTS WOULD BE OF INTEREST (P. 460-461 COULD BE CONSULTED AS BACKGROUND).

C) THE FISHERY TRAINING VESSEL SEDOV, MOORED NEARBY, WAS VISITED AT LENGTH. THE VESSEL HAD BEEN COMPLETELY RENOVATED AND ITS CAPTAIN PROUDLY SHOWED CODEL THE NEW ADDITIONS TO THIS VESSEL, ONE OF THE LARGEST SAILING VESSELS IN THE WORLD, BUILT IN 1921 IN GERMANY AND TAKEN AS WW II SPOILS.

2. FA FINDS IT INTERESTING THAT GLAVRYBFLOT IS ARRANGING THE CODEL VISIT TO PISHCHEVIK, SINCE GLAVRYBFLOT IS A RESEARCH INSTITUTE. UNDER NORMAL PROCEDURES, THE LENINGRAD REGIONAL FISHERIES ADMINISTRATION (OBLAST'NOE

UPRAVLENIE) WOULD PROGRAM THE VISIT. IF THE GLAVRYBFLOT REPRESENTATIVE IS L. S. KLOCHKOV, WE MAY HAVE AN EXPLANATION. DURING THE 1973 CODEL VISIT BY SENATOR STEVENS, HIS ADMINISTRATIVE ASSISTANT, AND FA, TO THE LENINGRAD SECONDARY FISHERIES SCHOOL (LENINGRADSKOE MOREKHODNOE UCHILISHCHE), KLOCHKOV WAS AT THE AIRPORT TO GREET CODEL AND WAS CLEARLY IN CHARGE OF MOST ARRANGEMENTS THROUGHOUT THE VISIT. FA HAD NOT HEARD OF KLOCHKOV BEFORE, BUT WHEN THE FILES WERE CHECKED
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AFTER RETURN, IT WAS FOUND THAT KLOCHKOV HAD BEEN THE FIRST SECRETARY OF THE LENINGRADSKAIA BAZA TRALOVOGO FLOTA (LENINGRAD TRAWL FLEET) PARTY COMMITTEE FROM 1966 TO 1968.

UNDOUBTEDLY, KLOCHKOV CONTINUES HIS PARTY RESPONSIBILITIES AT GLAVRYBFLOT AND MAY HAVE BEEN THE PARTY'S EYES AND EARS ON CODEL. DESPITE HIS PARTY BACKGROUND, KLOCHKOV WAS EXCEPTIONALLY FRIENDLY TO SENATOR STEVENS. THE TWO HIT IT OFF SO WELL THAT SENATOR STEVENS INVITED KLOCHKOV TO VISIT ALASKA. IF KLOCHKOV IS THE PROGRAM OFFICER, CODEL AND/OR CONGENOFF SHOULD MENTION SENATOR STEVENS. IF KLOCHKOV IS NOT PRESENT, THE SENATOR'S GREETINGS SHOULD BE TRANSMITTED. FA KNOWS THAT STEVENS' INVITATION STILL STANDS, IF KLOCHKOV CHOOSES TO ACCEPT IT. UNFORTUNATELY, GLAVRYBFLOT WAS CLOSED (IT WAS SUNDAY) AND CODEL WAS UNABLE TO VISIT IT IN 1973.

3. THREE MAJOR FISHERY DESIGN AND CONSTRUCTION RESEARCH INSTITUTES ARE LOCATED IN LENINGRAD:

A) GIPRORYBLOT (GOSUDARSTVENNYI PROEKTNYI INSTITUT RYBOPROMYSLOVOGO FLOTA), THE FEDERAL DESIGN INSTITUTE OF THE COMMERCIAL FISHING FLEET. DEPUTY DIRECTOR IN 1973 WAS L.S. KLOCHKOV AND THE DIRECTOR V. IU. ASTAKHOV. APPENDIX 1 GIVES THE AVAILABLE BACKGROUND.

B) NIKIMRP (LENINGRADSKII NAUCHNO-ISSLEDOVATEL'SKII I KONSTRUKTORSKII INSTITUT MEKHANIZATSII RYBNOI PROMYSHLENNOSTI), THE LENINGRAD SCIENTIFIC RESEARCH AND CONSTRUCTION INSTITUTE FOR THE MECHANIZATION OF THE FISHING INDUSTRY. THE DIRECTOR (IN 1971) WAS P.A. KURAVTSEV; V.A. SOLNIK WAS HIS DEPUTY.
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C) GIPRORYBPROM (GOSUDARSTVENNYI PROEKTNYI INSTITUT RYBNOI PROMYSHLENNOSTI), THE FEDERAL FISHERIES DESIGN INSTITUTE. ITS DIRECTOR (IN 1970) WAS M.M. SHIRYAEV.

NMFS HAS A PLETHORA OF RESEARCH ARTICLES BY THE STAFFS OF THESE THREE INSTITUTES WHICH HAD, AND CONTINUE TO HAVE, A PIVOTAL ROLE IN THE DEVELOPMENT AND MODERNIZATION OF THE SOVIET FISHING INDUSTRY. BEYOND THAT THERE IS LITTLE INFORMATION AVAILABLE. FA DOES NOT KNOW WHETHER THESE INSTITUTES BELONG TO THE MINISTRY IN MOSCOW, TO VNIRO OR TO ZAPRYBA. THEIR FUNCTIONS ARE NOT WELL UNDERSTOOD. WE KNOW PRACTICALLY NOTHING ABOUT THEIR PERSONNEL, INTERNAL ORGANIZATIONAL STRUCTURE, BUDGETS, PROJECTS, AND PURPOSE.

FA WOULD LIKE TO SUGGEST THAT CODEL SPLIT INTO 3 GROUPS AND VISIT ALL THREE INSTITUTES TO OBTAIN A GENERAL IDEA OF THE STATE OF ART IN THE NON-BIOLOGICAL FIELDS OF FISHERY SCIENCES. IF THIS IS NOT PRACTICAL, CONGEN MAY WANT TO LAY THE GROUNDWORK FOR SUCH VISITS AT A LATER DATE.

4. THE FOLLOWING PROJECTS WHICH FA KNOWS WERE EITHER SPONSORED OR ACTUALLY DONE AT GLAVRYBFLOT ARE OF SPECIAL INTEREST (IN ORDER OF PRIORITY):

A) IN 1969, THE UNDERWATER RESEARCH LABORATORY SEVER-2 WAS BUILT HERE, AND ANOTHER ONE, THE TINRO-2, IN 1974. ANY RECENT DETAILS ARE DESIRED, ESPECIALLY IF A THIRD GENERATION WAS BUILT.

B) VOSTOK, THE BRAINCHILD OF MINISTER ISHKOV, WAS ALSO DESIGNED THERE BY ONE Y. U. ULIASHKOV. THIS GIANT, 40,000-TON TUNA MOTHERSHIP WAS BUILT IN LENINGRAD'S ADMIRALTEISKII SHIPYARD IN OCTOBER 1971
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AND SAILED ON ITS MAIDEN TRIP TO WATERS OFF AFRICA IN EARLY 1972. NOVOSTI OUTDID ITSELF IN DESCRIBING HER INCREDIBLE CHARACTERISTICS: 738 FEET LONG, A CREW OF OVER 600 PERSONS, 26,000 HP ENGINES, A PRODUCTION OF 10 MILLION CANS, 10,000 TONS OF FROZEN FISH AND 1,000 TONS OF FISH MEAL EACH 4-MONTHS TRIP, ETC. THEN THERE WAS SILENCE. SOVIET LITERATURE HAS NOT MENTIONED VOSTOK FOR YEARS. IT WAS A COLOSSAL FLOP BOTH ECONOMICALLY AND TECHNICALLY. FA LEARNED INFORMALLY THAT THE VESSEL WAS NOT WELL-DESIGNED, THAT SEVERAL OF HER PIGGYBACK 14 TRAWLER/SEINERS FELL OFF DURING A STORM, THAT THE SOVIET FISHERMEN COULD NOT CATCH ANY TUNA, ETC. THE

SITUATION WAS SO BAD THAT NO MEMBER OF THE KOLLEGIUM OF MINFISH (ITS TOP EXECUTIVE BODY) DARED TO PLACE THE SUBJECT ON THE AGENDA WHEN ISHKOV WAS PRESIDING; THEY ONLY DISCUSSED IT AMONG THEMSELVES. ACCORDING TO A RECENT U.S. SOURCE, THE VOSTOK STILL OPERATES OFF

AFRICA, BUT THE PIGGYBACK VESSELS HAVE BEEN REMOVED.
ANY RECENT INFORMATION ON VOSTOK'S EXACT WHEREABOUTS,
CATCHES, TARGET SPECIES, ECONOMICS, ETC. IS DESIRED.
THE QUESTIONS SHOULD BE ASKED INFORMALLY DURING SOME
SOCIAL OCCASION.

C) IN 1973, THE DESIGN FOR A SPECIALIZED SEINER WAS
DEVELOPED. IN WHAT AREA WILL THIS CLASS OF VESSEL
FISH AND FOR WHAT SPECIES?

D) IN 1975, THE INSTITUTE WAS STUDYING A NEW TECHNIQUE
OF ATTRACTING SARDINES WITH LIGHT, STUNNING THEM WITH
ELECTRIC CURRENT AND PUMPING THEM ABOARD. DETAILS
WOULD BE OF INTEREST.
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E) THE INSTITUTE DESIGNED THE LARGEST TRAWLER IN THE
WORLD - NATALIYA KOVSHOVA CLASS. THREE OF THESE
6,000-GRT VESSELS WERE BUILT IN FRANCE. HOW MUCH
DID THE SOVIETS PAY FOR EACH? WERE THEY SATISFIED
WITH THE FRENCH WORKMANSHIP? WHICH ADMINISTRATION
(UPRAVLENIE) IS RESPONSIBLE FOR THEM NOW? WHERE
DO THEY FISH? ANY INFORMATION ON THE ECONOMICS OF
THEIR OPERATIONS AND PROFITABILITY WOULD BE APPRECIATED.

F) THE INSTITUTE CONDUCTED RESEARCH ON "DUBL" TRAWL -
TWO TRAWLS WORKING BEHIND A TRAWLER AT THE SAME TIME.
EDWARDS MIGHT BE INTERESTED IN THIS SUBJECT.

OF EVEN GREATER SIGNIFICANCE WOULD BE AN ACCOUNT OF
GIPRORYBFLOT'S CURRENT WORK AND FUTURE PLANS. ARE
THE SOVIETS GOING TO BE SATISFIED WITH THE TUNA
VESSELS ORDERED FROM POLAND OR WILL THEY BUILD THEIR
OWN FLEET? HOW WILL THE EXPANDED INTERNATIONAL
FISHERY JURISDICTIONS AFFECT THE BUILDING OF NEW
FISHERY VESSELS AS THE TOTAL SOVIET CATCH DECREASES
(9 PERCENT DECLINE IN 1977)?

5. FA WOULD SUGGEST THAT THE FOLLOWING PERSONS BE
INVITED TO CONGEN RECEPTION:

A) DIRECTOR (NACHALNIK) OF THE LENINGRAD OBLAST
FISHERIES ADMINISTRATION.

B) DIRECTOR OF THE LENINGRAD FISHING PORT

C) DIRECTOR OF THE LEN. TRAWL FLEET (LENOKEANRYBFLOT)

D) DIRECTOR OF THE LEN. REFRIGERATED FLEET (BAZA
REFRIZHERATORNOGO FLOTA)

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E) DIRECTOR OF GLAVRYBVOD

F) DIRECTOR OF NIKIMRP

G) IZVESTIYA AND TASS (AND PRAVDA IF APPROPRIATE)
CORRESPONDENTS, RESPONSIBLE FOR FISHERIES REPORTING

H) SECTION CHIEF, OR THE PERSON RESPONSIBLE FOR
FISHERIES, AT THE CITY AND/FOR OBLAST COMMITTEE
OF THE COMMUNIST PARTY. THESE PERSONS ARE USUALLY
THE BEST INFORMED INDIVIDUALS IN THE FISHERIES
HIERARCHY.

J) ONE OR TWO OF THE FISHING FLEET MANAGERS (NACHALNIK
RAIONA LOVA). ZAPRYBA HAS SIX OF THESE MANAGERS, SOME
LIVE IN LENINGRAD. WHEN ON DUTY, THEY RESIDE ABOARD
MOTHERSHIPS IN THE 3 FISHERY AREA (RAION LOVA) FOR
3-4 MONTHS AT A TIME AND ROTATE THEIR FUNCTIONS. ONE
OF THEM, VIKTOR ALEKSANDROVICH ZAKHAROV, WHO IS
DOMICILED IN LENINGRAD, IS REGULARLY ASSIGNED TO THE
SOVIET FLEETS OFF NEW ENGLAND AND PARTICIPATED (IN
EARLY 1970S) AT THE ANNUAL MEETING OF NEW ENGLAND
FISHERMEN AT THE UNIVERSITY OF RHODE ISLAND, THE
ONLY SOVIET FLEET MANAGER TO DO SO. FA HAS HAD A
FRIENDLY AND CLOSE RELATIONSHIP WITH ZAKHAROV. IF
ZAKHAROV IS NOT IN LENINGRAD, ALEKSANDR POPOV OR
SOME OTHER FLEET MANAGER SHOULD BE INVITED.

FA'S CONTACTS WITH LENINGRAD FISHERY PERSONNEL WERE
FEW BUT HE DID MEET MANY TRAWLER CAPTAINS AND IT IS
LIKELY THAT SOME OF THEM ARE NOW IN EXECUTIVE
POSITIONS. FA WOULD LIKE TO ENCOURAGE CONGEN TO
NOTE FULL NAMES OF SOVIET FISHERY OFFICIALS MET.
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FA WILL THEN CHECK NMFS CARD FILES AND SUPPLY
ADDITIONAL BACKGROUND.

6. MAPS OF BOTH RIGA AND LENINGRAD (IF AVAILABLE)
WITH AN INDICATION OF LOCATIONS OF VARIOUS FISHERY
OFFICES, PLANTS AND PORTS WOULD BE APPRECIATED.

BEGIN UNCLASSIFIED APPENDIX 1
GIPRORYBFLOT

GENERAL DESCRIPTION
THE FEDERAL DESIGN INSTITUTE OF THE FISHING FLEET,
KNOWN AS GIPRORYBFLOT, WAS ESTABLISHED IN 1931 IN
LENINGRAD. IT HAS TWO BRANCHES: ONE IN MURMANSK,

THE OTHER IN KLAIPEDA. THE INSTITUTE IS RESPONSIBLE FOR DESIGNING ALL TYPES OF FISHING CRAFT AND RELATED GEAR AND EQUIPMENT. IN THE 1970S IT HAS ASSUMED AN IMPORTANT ROLE IN THE GOVERNMENT INSPECTION OF THE SAFETY OR NAVIGATION. IN 1973, IT WAS CHARGED WITH THE TASK OF OFFICIALLY INSPECTING SOVIET FISHERY VESSELS TO MAKE SURE THAT NEW REGULATIONS, DESIGNED TO MAXIMIZE CATCH THROUGH STRICT MANAGEMENT, ARE ENFORCED. EARLIER, IN A 1969 CONFERENCE, THERE WAS A RECOMMENDATION THAT THE INSTITUTE BECOME THE PRINCIPAL COORDINATING AGENCY FOR THE MECHANIZATION OF TRANSSHIPMENT OPERATIONS ON THE HIGH SEAS AND FOR INFORMATION WHICH HAD BEEN GATHERED IN DOMESTIC AND FOREIGN PORTS. (RESULTS OF THIS RECOMMENDATION ARE NOT KNOWN).

THE INSTITUTE MAINTAINS CLOSE TIES WITH THE SOVIET FISHERY ADMINISTRATIONS AND WORKS JOINTLY WITH SPECIALISTS OF OTHER ORGANIZATIONS OF THE FISHING INDUSTRY. IT ALSO COOPERATES WITH VESSEL BUILDERS AND PLANNERS IN OTHER SOCIALIST COUNTRIES. WHILE THE INSTITUTE HAS MANY PROJECTS IN THE WORKS AT CONFIDENTIAL

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ANY GIVE TIME, THE CENTER OF ATTENTION AND OVERALL GOAL HAS ALWAYS BEEN THE DEVELOPMENT AND PERFECTION OF THE SOVIET FISHING FLEET.

PERSONALITIES (DATE OF INFORMATION IN PARENTHESIS)

DIRECTOR: GUDNEV (1966)

V. IU. ASTAKHOV, (1970, OCT. 1975)

DEPUTY DIRECTOR: KOYETSKII (1966)

KLOCHKOV (1974)

CHIEF DESIGNER: G.B. TERETIEV (1966, 1970)

CHIEF ENGINEER: IU. P. KOROLEVSKII (1965)

N. ZAICKIK (OR ZAITSEV) (1966)

RYAZANOV (1972)

DEPUTY CHIEF ENGINEER: G.A. MATVEEVICH (1976)

REPRESENTATIVE OF THE MINISTRY OF FISHERIES: KAMENTSEVA (1974)

PARTY SECRETARY OF THE EXPERIMENTAL DESIGN BUREAU OF THE INSTITUTE: TIMOFEYEVICH (NO DATE)

SECTIONS: CHIEF (DATE)

UNDERWATER RESEARCH: A.N. MELTSEV (1970)

TECH. OPERATIONS: L. POGODIN (1968)

DEVELOPMENT OF FISHING VESSELS: E.V. KAMENSKII (1972)

LARGE-TONNAGE VESSELS: KOLENSKII(?) (1970)

TESTING: M.N. DIOMIDOV (1962)

RADIOELECTRONICS:

CHIEF DESIGNER: B. FRANTSEVICH (1966)

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OTHER SECTION (UNNAMED); YURIY YAVANOV (1971) VANCE

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